

**Amendments to the Specification**

Please replace paragraph [0005] with the following amended paragraph:

[0005] In one aspect of the invention, a fan with a specially designed hub is provided, which is powered by an electric motor. By this design, the inside of the hub becomes a radial-flow blower. The radial-flow blower draws cooling air through the electric motor, and exhausts the spent cooling air into the exhaust stream of the engine cooling fan.[] . ]]

Please replace paragraph [0021] with the following amended paragraph:

[0021] Another advantage of the invention is that it provides an electric fan for use on a vehicle which is designed to generate cooling airflow through the motor 22 that moves radially across the front face 22a of motor 22 and toward the area 40 (Fig. 3) where the air flowing through channel 27a ~~which~~ is directed toward area 40 where it meets and is entrained by the air flow generated by fan blades 12 ~~and~~, as indicated by arrow A in Fig. 3.

Please replace paragraph [0023] with the following amended paragraph:

[0023] The motor 22 comprises the holes or openings 44a and 44b that permit air to flow through motor 22. Notice that the invention facilitates causing air to flow in the direction of dashed arrow D in Figs. 3 and 4. In operation, the hub 14 rotates as indicated by arrow C in Fig. 4. Each portion 21 and portion 23 sweeps air across the surfaces 22a and 25 (Fig. 3). Centrifugal force pushes the swept air radially through channel 27a and generally radially outward in the direction of dashed arrow D in Fig. 3. As the air exits channel 27a, it is further urged toward the fan blades 12 which forces the air in the direction of arrow A. Further, the pressure at area 40 (~~Fig. 4~~ Fig. 3) is greater than the pressure in channel 27a. The flange 30 helps reduce flow recirculation across area 44 and maintains the low pressure in the channel 27a between the hub 14 and motor 22.

Please replace paragraph [0024] with the following amended paragraph:

[0024]           The low pressure in area or channel 27a causes air to pass through holes 44a, 44b (Fig. 4) in the motor housing 25. While within the motor 22, the air passes along the rotor (not shown), cooling the rotor, the associated stator (not shown) and other internal components of the motor 22. This air is then expelled from the displacement and injected toward the area 40 in the direction of dashed arrow D (Fig. 3).